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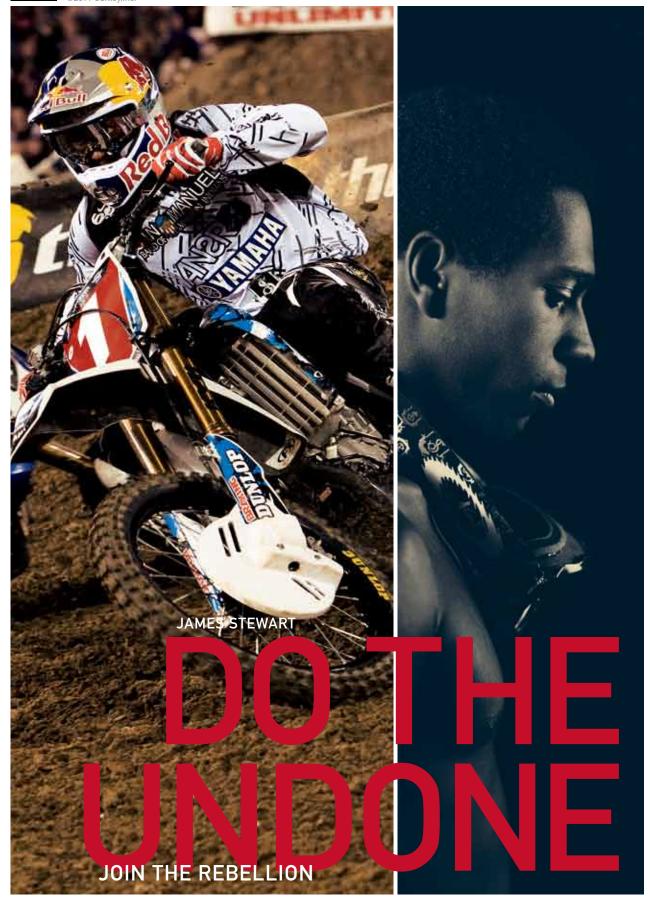


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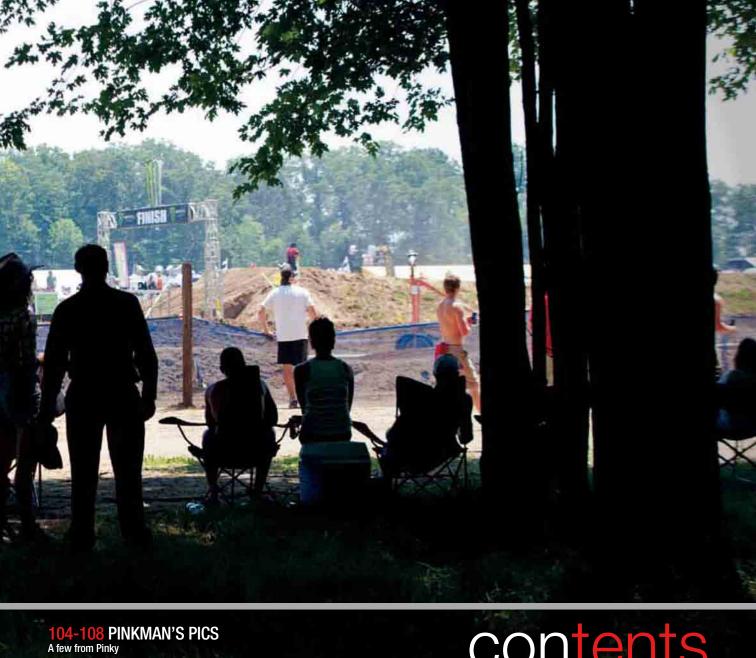
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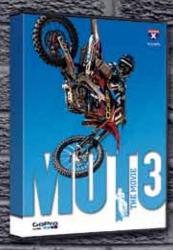


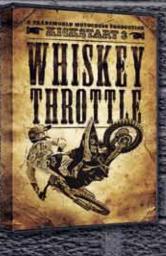




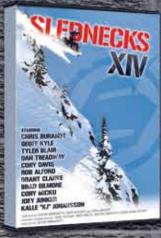
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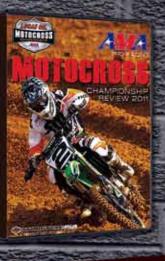












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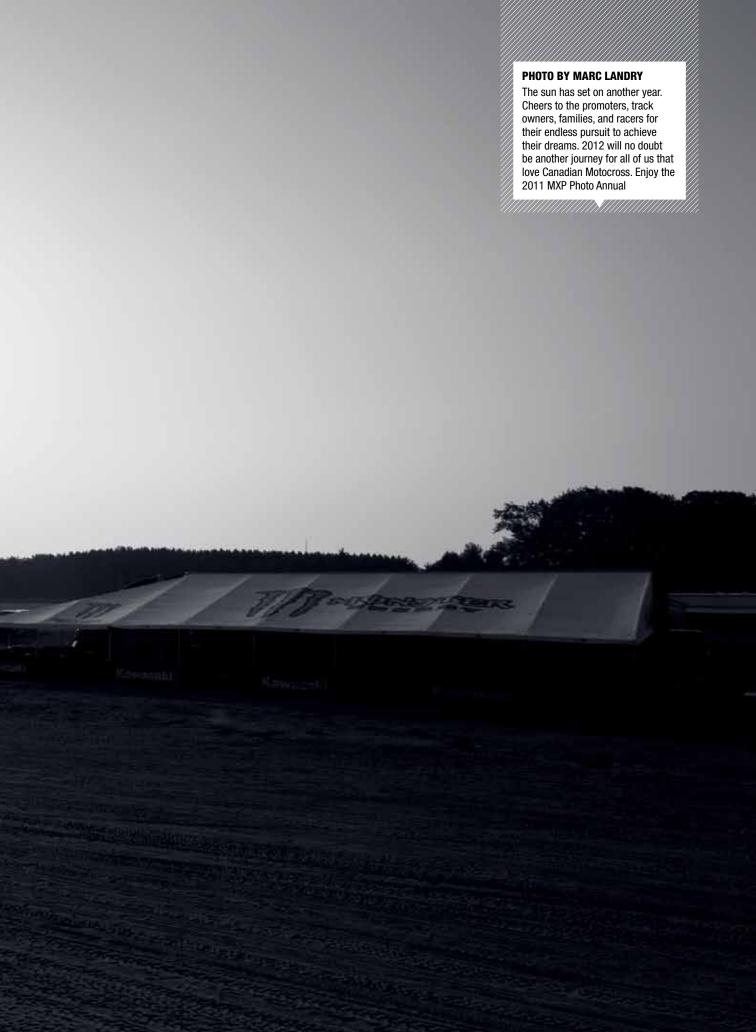
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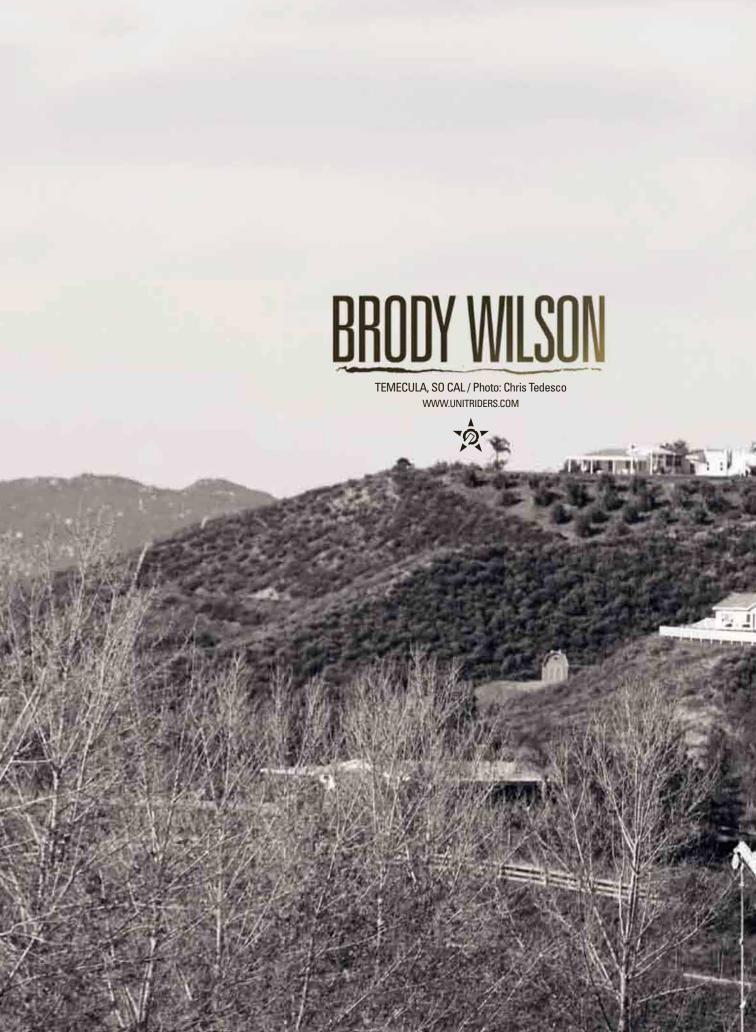














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#### Volume 10 Issue 7

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#### REALITYCHECK



#### **You're Never Alone**

By Ryan Gauld, Cover Photos by Frank Hoppen (Beaton), Clayton Racicot (Facciotti), Felix Trepanier (Milot), Marc Landry (Benoit, Ingles and Thompson)

his column was a little tougher than normal for me to write. Most that know me know that I'm rarely short on words. This time I'm not short on words, just short on how to sum up the 2011 season and this amazing photo annual you are about to embark upon.

I really had a great summer. The racing at the Monster Energy Motocross Nationals was alright but that's not what sticks out from 2011. It's what happened off the track inside MXP and with my personal stuff. We added new members to the MXP family this past summer, produced more than 50 different videos for our YouTube Channel and Vimeo, wrote countless words, blogs and features on www.mxpmag.com to keep you internet junkies happy, and of course published our crowning jewel of the MXP empire, the print magazine. I would have never thought when I was a kid that I would become the head cheese of a national magazine, especially in the sport I love and know so well. I am truly honoured to be a part of it all. The thing is it's just like a motocross team. When you're writing a story it's all on you, then the finished product is all about the team. I think MXP has a great team and that's why we do well and produce the number one magazine in the country. It's satisfying at the end of the day knowing that you do what you love and are fortunate to work with good people.

In the beginning of the New Year in 2011
I brought in one of my long time friends,
Frankie Bellissimo, to the MXP team. Frankie
has stories and adventures from around the
world but never had a steady job and was
looking for something new. We talked about a
potential sales position with MXP; he jumped
at the opportunity and has never looked back.
He has been the one that has produced every
single minute of video footage that we have
published. He did this with little to no budget
because he loves the sport and wanted to help

MXP be the leader for that side of the content world. He has gone over and above what was asked of him in 2011. For years Frankie has been the guy that was hard to rely on but now has turned himself into a leader in this industry due to hard work, a passion for moto and a constant, positive attitude. The next step MXP took in 2011 was to get a photographer; not just to fill the shoes that haven't really been filled for a couple years but also to get a guy that can take pictures that are dreamlike when you look at them. Enter Marc Landry: A guy that has been the top dude and photographer in the mountain bike industry who was looking for something new. I chatted with Marc in 2008 but we just couldn't make it work. There was just something that kept getting in the way. Some space in the budget was cleared in 2011, and on his side he made the time available. Ever since he shot the very first cover with Kaven Benoit for our second issue of the year I knew this guy needed to be part of our sport and MXP. Marc just doesn't take pictures, he takes shots of racers, families and events so well that when you look at them or look back on them you feel like you were there. What Marc did for MXP this year was help us step our mag up to yet another level in the eyes of the readers. Big thanks to Marc for helping us realize that it's not just a picture and not everybody can shoot a great photo. It's the work behind the scene and the skill of a great photographer that makes the photos look so good.

If you had a chance to pick up our mag this summer you would have seen great pictures from the present day but also some with great memories from days gone by. Bill Petro has been around since Canadian Motocross started. All year long in every issue he shared some of his travels, photos and epic moments through time some of us would never have known existed. Most young racers may not have realized the sport had such history in

Canada if it weren't for guys like Bill Petro. For even a guy like me that has been around for almost 30 years, I can now give the sport more respect and gain more passion for what I love after reading about the good ol' days of racing.

A graphic designer has a hard job. Much like when we think our photos are equivalent to a professional photographer's, some may think they can design just as well, too. Peter Marcelli is the man that makes the final product. He is the guy that takes all the folders I build and makes them come to life so when you, the reader, pics up the mag the articles come to life. He is the guy that sits for 140 hours per issue to ensure the final copy is made to perfection so that you'll want to hang on to it for years to come. He rarely gets the love he deserves so here it is Marcelli: Thanks dude!

Last but not least is Charles Stancer, the owner of MXP. I have never argued more with a guy in my life but I have also never felt more secure with the position I'm in. I have this hitch that you need to at least be a racer to understand this industry. I have yet to see Stancer throw his leg over a bike and I can only imagine that it would be as scary as giving a toddler a machete. Yet he has persevered and continued to make MXP the best mag going. This guy could sell you sand at the beach. For that he is the captain that steers our ship.

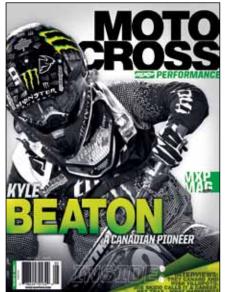
I can't forget about all the writers and contributors that help us do what we do: Brett Lee, Frank Hoppen, Clayton Racicot, Felix Trepanier, David Pinkman, Brian Koster, Marc Travers, Dan Paris, Tyler Medaglia, Drew Robertson, and Craig Stevenson. Of course a big thanks has to go to the CMRC and their amazing sponsors for giving us something to write about. I'm certain that without you guys I would be asking "do you want fries with that combo?"

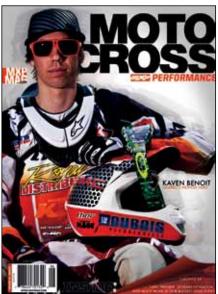
#### A YEAR IN MOTOCROSS

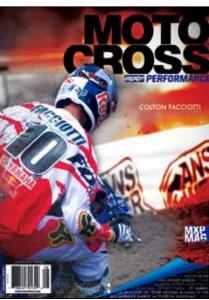
Most people know that I'm an only child that constantly needs some sort of pat on the back. I love to know that the work I do is good. Then when I really think about it, the work I do is good because of who surrounds me. All the

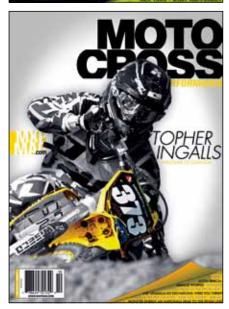
people mentioned above make it easy for me to understand that it's not a one man show; it's a team. It takes the efforts of many that make MXP the leader. Thank you to each and every one of you. Now please enjoy 2011's "very

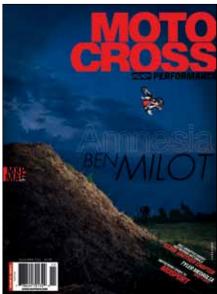
best of" Photo Annual covering the greatest sport in the world in the greatest country in the world; Canadian moto. See you at the races in 2012!

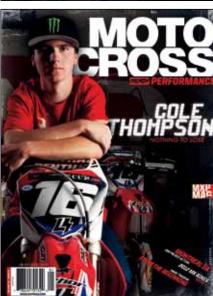


























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#### PHOTO BY MARC LANDRY

The year started off slowly for Tyler Sjoberg because the California native was a not a fan of the mud. Once the series got rolling in the east, so did Tyler. This kid was fun to watch.





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# **LUCKY 37**

By Marc Landry





My goal this summer was to bring some of the style I developed shooting other sports and incorporate them into my motocross photography. I wanted to step up the action photography with new angles, composition and perspective. I also wanted to capture some of the faces under the helmets - to record the exhilaration of winning and the agony of defeat.

I primarily shoot mountain bike and board sports but MX is something I have always been drawn to. Action shooters, like me, strive to capture peak action: to freeze the precise instant in sport where it's all happening. The high pace action of motocross is what is appealing to photographers. It's one of the sports that can actually allow you to take advantage of some of the features found in today's modern camera bodies. Shooting action sports is like doing finger gymnastics while looking at a heads up display in a stealth bomber. There is a lot going on and you have to move fast. That's part of want I love about it.

Motocross provides a lot of opportunities to make killer exposures, with a potentially great image around every corner. The quality of the action combined with the

fact that riders circle an established track for several laps makes it a lot easier to capture than most sports. Knowing where your subject will be and seeing them coming is a huge advantage. When shooting a mountain bike race for example, I have to hike up mountains and setup elaborate lighting. I often only get one chance to get "the shot" and get little, if any, warning they're coming. If I miss my athlete fly by on his race run, there is no second chance. The abundance of incredible action in MX is also the very thing that can make a shooter complacent and not strive for better images. Shooting motocross can be like shooting fish in a barrel at times, so, as photographers, we have to push our limits out there to truly get those killer images.

For the action shots, I wanted clean, sharp images with uncluttered backgrounds. My goal was for viewers to clearly see what was happening in the image and allow them to really appreciate what the athlete was doing. Only other riders and elements that were an integral part of the story I wanted to tell were included in the composition. As a photographer, you are responsible for all four corners of your frame. I also wanted to use unconventional focal lengths to create images that looked different than what was being done. Hauling that beast of a 400mm lens around was a tall order but the images it produced were worth it. The easy way is rarely the best way in life and I have found that to be the case with photography as well.

Lifestyle was another aspect of this sport that I really wanted to focus on. When I flip through the other publications out there, I see a real lack of a sense of the motocross culture. Don't get me wrong, I love a killer action shot but there has to be more to a story than a guy in the start gate. I think I was successful in adding this component in my photo reports but still think there needs to be more. Even in my short time covering the series this year, I saw a lot of interesting stories that I would like to tell.

This was an incredible season and I want to thank each and every one of you for allowing me to come be part of your series. I did my best to represent you in a manner I think you would be proud of and hope that in some small way, my pictures made you look at the sport through a fresh pair of eyes: mine. See you in 2012! TAXE



















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# **2011 GAULDY AWARDS**

By Ryan Gaulo



W

elcome once again to the 4th Annual "Gauldy Awards." This is a little fun column I do to express what I think is the best and worst of the Canadian MX year. As I have said before, I have always loved when award were given out in sports. It's always cool to see who

people think earned the right to collect awards for their performance, or lack thereof, during the race season. So without further delay, let's get my mouth (or my typing skills) rocking and deliver what I think are the "2011 Gauldy Awards."

## BEST EVENT OF 2011 - "THE WASTELANDS" IN NANAIMO, JUNE 12TH 2011

For years this race was the most dreaded on the circuit. The dirt is so hard that it makes concrete highways look soft. The roost is like sitting in front of a pro paint ball team while they unload thousands of rounds at your body. It rarely got smiles from all the riders however in 2011 there was a different vibe. It had been off the national schedule since 2009 but was reincarnated in 2011. The track was the best it had ever been, due in large part to Matt Lee. The crowd stacked in as if it was a World Cup stop for soccer, and the racing was epic when the gate dropped in all 6 motos (Ladies included). The best part of it all was the staff. The people that volunteered, supported or had any role with helping this race come back so strong deserve this award. At the end of a long day of racing and working hard, the feeling that we all had when we left Nanaimo was "Damn Glad It's Back!!!"

#### BEST TEAM OF THE YEAR - BLACKFOOT YAMAHA FOX RED BULL

There is no doubt who is the best team of the year; last year I gave

this award to the KTM squad for what they did off the track. This year Blackfoot dominated in every possible aspect. Facciotti and Klatt won all but one round, and Tyler Medaglia took home his second MX2 title. They won every moto in the crazy mud races we had at Morden, Sand Del Lee and Walton. Then once the year ended the team called it quits leaving a stack of records that will most likely never be beaten in Canada. They earned this award for the last time because they truly put out a team effort when it came to winning races. Even though we know they're not going to be on the gate at Round 1 in 2012, it will still be a shocker to not see the most dominant race team in the history of the sport in the pits. It won't set in for me until that moment.

#### **BEST COMEBACK OF THE YEAR - PRIVATEER DYLAN KAELIN**

This kid turned his season around once the races headed east. After suffering a knee injury early in the 2011 season, privateer racer Dylan Kaelin did not make the trek out west. We didn't get to see the #28 until the series visited his home track, Gopher Dunes, where he debuted with two solid motos in the blistering heat and scored an 8th overall in MX2. A great start but the question was if he could he keep it up for the next four rounds. He did more than keep it up. He impressed everyone by stringing together a great second half of the season with a 6th at SteJulie, 7th at Moncton, 7th at SDL and finally a 4th in the mud at Walton. This consistency gave him 9th overall in the series even after missing four rounds. It was awesome to watch and this is why he earns this award.

## HARDEST CHARGER OF THE YEAR - BLACKFOOT YAMAHA RED BULL FOX MX2 CHAMPION, TYLER MEDAGLIA

This is an easy one for me because Tyler Medaglia did this on numerous occasions in 2011. Some may say that the MX2 class was kind of weak which allowed the top guys to come from last to top five very easily. The first moto at both Kamloops and Nanaimo saved his championship. He repeated that performance at Gopher Dunes in the second moto and again in moto one at Ste-Julie. He never gave up at any time and thus earned a second MX2 title. His poor decision to race a Honda at Montreal has overshadowed his efforts in 2011.

## MOST ENTERTAINING RIDER OF THE YEAR - ROYAL DISTRIBUTING KTM RACER, JEREMY MEDAGLIA

This kid is really fun to watch - WFO all the time once the helmet is on. He started the year off with a huge bang by winning the very first moto of the year and tying for the overall with older bro Tyler. The next weekend he looked like he would take his first overall after chasing his big brother and catching him. Scrubbing, slamming and racing as hard as he could, but his KTM let him down. The enjoyment you got from watching the effort Jeremy put in every time the gate dropped was phenomenal. You just love his attitude on the race course. No one is his friend out there; he is there to get the job done at any cost. If you don't know what I'm talking about, get out to a race in 2012, bring a cooler and a lawn chair then sit back and watch the #15 go. You will then know why I gave him this award.

## BIGGEST DISAPPOINTMENT OF THE YEAR: THE WEATHER, MICHAEL WILLARD, ROBBIE MARSHALL, RICHARD GREY, THE KTM 350.

This award has a number of recipients this year. Let's start with the **WEATHER:** Calgary, Morden, Sand Del Lee and Walton all got crazy rain. Mother Nature was a complete biatch to the series this year and it showed with diminished crowds.

MICHAEL WILLARD did not show any of the talent that brought him two Canadian MX2 titles. His questionable off-track decisions may have not been the best and the KTM 350 didn't mesh well with him. Robbie Marshall came on stronger late in the year. This kid is so full of talent but we didn't really get to witness any of it. His riding style makes this sport look so easy, but seeing him fade as the moto got longer helped him earn this award.



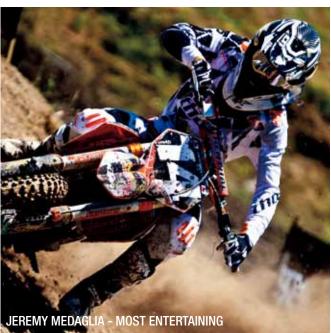
## RIDER OF THE YEAR - BLACKFOOT YAMAHA RED BULL FOX MX1 CHAMPION, COLTON FACCIOTTI

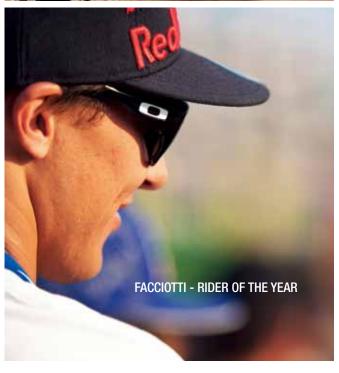
Last year he was my biggest disappointment and he gave me some harsh words because of it. I'm not giving this award to him just to get back in his good books either. The kid was way too legit this year not to earn this. His worst finish was a second and he only did that five times. He usually won motos by over 30 seconds and led from holeshot to checkers more than once. Colton Facciotti dominated in 2011 much like he did when he won his other two titles. Colton has come a long way from the whiney little punk he was and has now turned into, what I would say, the third best rider this country has ever seen next to JSR and Ross Pederson. He is a role model for young racers and the guy everyone is hunting for in 2012. He has now made the move to KTM. Some say that was a bad decision and he won't be as successful without Blackfoot behind him. The gate drops in June.

So there you have it folks. The 2011 edition of the "Gauldy Awards" has come to an end. Thanks for reading and if you don't like my picks, well I have nothing to say really other than get a job in the industry being a writer and do your own!! (IoI) Cheers to all the winners, and thanks for giving me something to write about.

**RICHARD GREY** turned heads in his rookie year as an Intermediate. He had great starts, oodles of confidence and showed he belonged. This season was the absolute opposite. He just never caught a break until the final round in Walton. Richard knows he was a letdown last year but this year has a fresh lease on racing with a new team and direction.

**THE KTM 350** was all people could talk about once it got out on the market. I agree this bike is fun to ride, but to race, NO! Not one person that raced the KTM 350 in 2011 liked it or showed serious speed on it. No matter if it was in the US or Canada, this bike did not live up to the hype in which KTM had hoped.



















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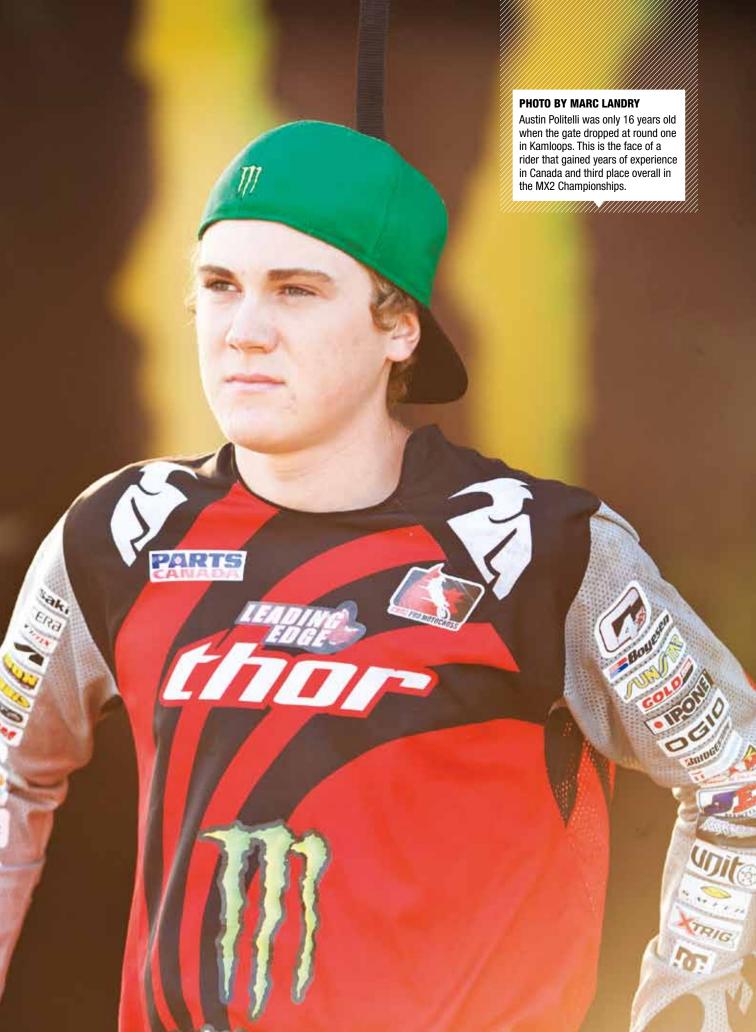


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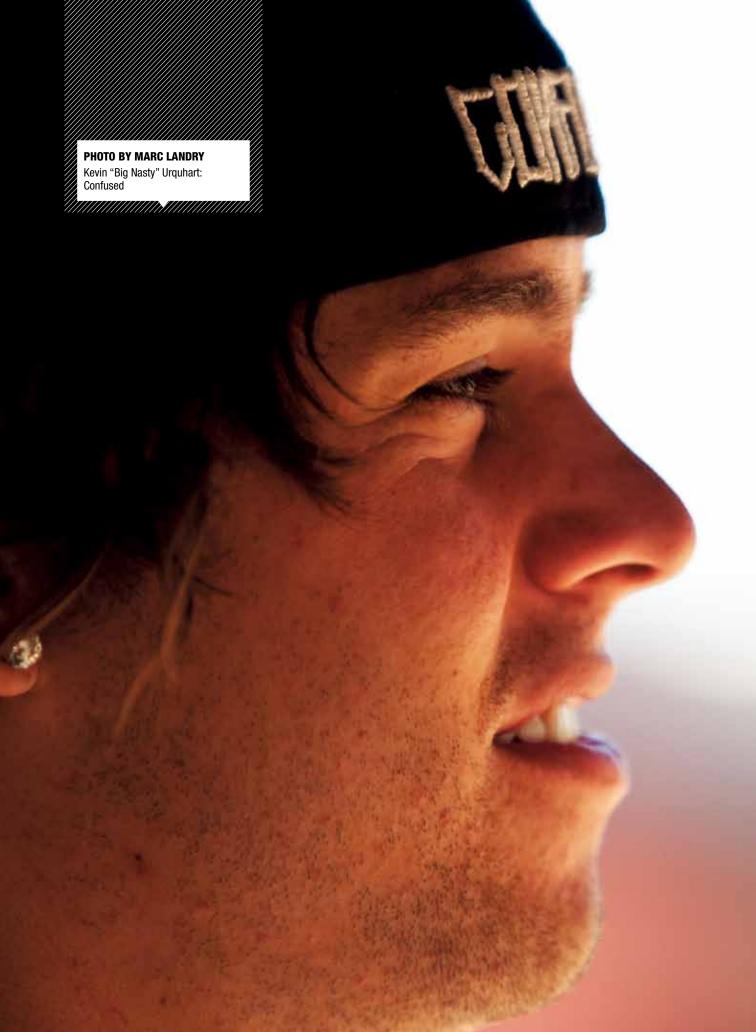
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## **2011 YEAR IN REVIEW**

By Brett Lee, Photos by Marc Landry, Clayton Racicot and Ryan Gauld



t could be argued that 2011 was much of the same old, same old. The Blackfoot Yamaha team dominated the competition once more. led in the MX1 class by 2010 Champion Dusty Klatt and eventually the 2011 Champion Colton Facciotti. The pair, while perhaps not as dominant as the 2010 season, never got into a position of being threatened for their top two spots in the series. Perhaps it could also be argued that positions third through fifth were not much of a surprise either with Teddy Maier quietly taking third, Kyle Keast pulling the number four down for the second year in a row, and Florida native Matt Goerke fifth. However there were some eyebrow raising moments; riders who stood taller than we expected, races that unfolded in ways we could not predict and moments that reminded us all of why we love this sport. From the moment of their arrival in Kamloops, there was no guestion that the Schraeder's Yamalube Troy Lee Team had upped their program. The team sported a new team transporter, and their rider Shawn Maffenbeier had a confident step to his walk. Maffenbeier, like many western kids, made the jump to the Pro ranks at a young age. He moved up through the amateur ranks on the hard Saskatchewan tracks relatively unknown, and hit Pro at the very young age of 15. Few remember the young, skinny and wild kid in the MX2 class working to land a top 10 back in 2007. Now, four years later, he is considered one of Canada's brightest stars. "To be a Canadian champ is one of the goals I have for myself, and my family is committed to helping me achieve that goal. What I proved in 2011 is that I have the work ethic to be a champion. To say you want to win and be the best is one thing, but to back it up with the work is how you make it happen. I am 19 years old and I believe in the next couple years we will find out if I've got what it takes to be a champion in Canada."

If Maffenbeier arrived under the radar, then Matt Goerke was setting off alarms. The Florida native came to Canada with an impressive US record and unlike other riders from the US who have come north in the past few years, Goerke was in his prime. A victim of a tough economy that has stripped down the number of US rides and paying positions, Goerke came to Canada to continue his career racing and to win a CMRC MX1 National Championship, Unfortunately, a crash during the Supercross season left him unable to prepare for the Canadian Nationals. And like many first time Americans, the adjustment was tough. Goerke wasn't battling for wins but rather top 10 positions. "There is no question that my injuries from supercross were still bothering me in the early rounds. I did not do as well as I had expected. It is a little different racing in Canada, and to be honest there are lots of really fast guys that many people haven't heard of." People got a real taste of Goerke's speed when his first top 5 finish came at Gopher Dunes with dominating 1-1 moto wins. Despite the resume of Goerke, it was a surprise to see such a dominating performance in the heat and deep sand that the Gopher National has become famous for. While lightning didn't strike twice for Goerke in the outdoor season, he did post some impressive rides. "I hope to be able to come back, hopefully with Monster Energy Leading Edge Kawasaki, and give it another shot." And when he does, he may just have enough knowledge and experience to compete for the 2012 title in which so many expected him to battle for in 2011.

For many riders, the cost, time, injuries or any combination of those issues meant that there were a number of them who could only race a part of the series. The impact of these riders not being able to follow the entire series was definitely felt. BC's Brock Hoyer started the season out knowing he would only be able to attend some races, but those he attended he made the most of logging several top 10s and for a while he was Kawasaki's top rider. Hoyer, who traveled with his sponsors and his wife, could not do the entire series but when he did his presence was felt. East coast's Dylan Kaelin once again was nipped by the injury bug just weeks out from round one of the national series, leaving him to focus exclusively on the eastern rounds. With a deceptively smooth style, Kaelin took his year old Suzuki to several top five finishes. His efforts seemed to turn many heads and left people asking who he was. Finally, South Africa's Liam O'Farrell arrived at Gopher Dunes for his first national of the season aboard his OMS KTM. With a hair of luck, O'Farrell would have landed on the podium at Gopher Dunes, plus he put in more impressive results including a strong ride at Sand Del Lee. Series points may not tell the entire story but these young men were some of the few that represented a group who made some big splashes at just a few races.

Many people who are unfamiliar with Canadian climates assume that the country lays under a deep blanket of snow for much of the year, when in fact we are lucky in many parts to have 3-4 months of winter snow to enjoy. With 2012 just days away as this is being typed, the grass is green and kids are riding their bikes down the streets. Unseasonable, yes, and that too can best describe the uphill battle of the weather in 2011.





With a short nine rounds spread across the typically warm months of June, July and August, weather shouldn't be a headline story. Unfortunately, five of the nine rounds faced heavy rain, snow and even more frightening for the final round in Walton and residents of Huron County — a deadly tornado. Nanaimo experienced light rains and Calgary experienced it all — rain, snow and hail. In Morden, the rain that has plagued the great National track since 2007 once again turned the dark soil to a soupy mess. Finally at Walton, the week of epic amateur racing turned to a nightmare at around 4:00pm on Saturday and shortened the moto in length. On Sunday, the final MX1 moto of the day was cancelled, and effectively put an end to the season. The weather played the most daunting and unpredictable obstacle for riders of the 2011 season.

With each paragraph another moment comes to my mind: Richard Grey placing third in Walton, Dusty beating Colton straight up in Moncton, Nicky Beatty holeshotting both motos in Moncton on a bet with his Dad. A year in review or listing moments from the past national year is hard to pen down, and for most people unique to themselves. Like seasons before, 2011 had moments we will never see again and leave us all waiting for the gate to drop in 2012.































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## A SAGA CONTINUES, OR THE END OF AN ERA...

By Marc Travers, Photos by Marc Landry and Ryan Gauld



hope when you get to this DP spread, you have been memorized by the amazing photographs we have in here taken by some of the most amazing photographers this sport has ever seen. I remember back in the day when we did our first few photo annuals, back when I was sitting in Gauldy's chair, I used to have all of my top shooters: Pinkman, Nelles, Sylvester, Schwartz, Assad, and Smith,

send me in their top ten photos and I would give them each a three or four page spread to show their wares. It was amazing sometimes to see what they liked about their own shots, why they picked them, how those choices would compare to the things I saw in their photos and what I would have picked. We all have different eyes, likes, dislikes and opinions, that's what makes a photograph so cool (or any work of art I suppose) - it's up for interpretation. So as you flip these pages over and over again, marvel at these works of art and the subjects who have so graciously modeled for them. This is by far one of my favourite issues.

The title suggests we have options. One always likes options, but in this case the result of these options is now one of the limiting factors in Canadian Motocross. Of course I am talking about the demise/retirement/ closing up of Blackfoot Racing, which at first glance looked like a dark day north of the 49th, but as we know from history, everything evolves. One dominant predator dies off, another one takes its place, thus the new dominant predator, as far as "on paper" goes, is Red Bull KTM. We will have to wait and see. The 2011 season basically belonged to the Blackfoot Yamaha squad. They won both championships, owned the podium, and except for a small blip in the Sand at Gopher, were the boss dog at every round. But we all know what happened, we've all watch the rounds on TV or saw them live, and as we all know there was more of the 2001

season than just Blackfoot. So, without any further ado, here is my yearly top ten list, coming to your from the home office in Downtown Burlington, although this year I decided to put 17 of my favourites in. Who knew?

RIDER OF THE YEAR: TYLER MEDAGLIA

COMEBACK RIDER OF THE YEAR: COLTON FACCIOTTI MOST FUN RIDER TO WATCH: TYLER SJOBERG

SMOOTHEST RIDER: KAVEN BENOIT

MANIMAL OF THE YEAR - (AS ALWAYS) BOBBY KINIRY Surprise of the Year: Shawn Maffenbeier

MOTO OF THE YEAR IN MX1:

MX1 MOTO 2 FROM SAND DEL LEE - RUNNER-UP - MX1 MOTO 1 - WALTON

MOTO OF THE YEAR IN MX2:

MX2 MOTO1 FROM KAMLOOPS - FIRST MX2 MOTO OF THE SEASON!

BATTLE OF THE YEAR: NANAIMO, MX1 MOTO 2, FACCIOTTI AND KLATT

TRACK OF THE YEAR: GOPHER DUNES
ROUND OF THE YEAR: RIVERGLADE, 2011
BIGGEST DISAPPOINTMENT OF THE YEAR:

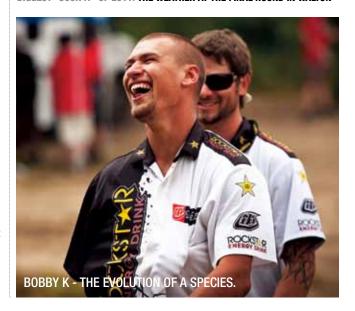
**KYLE BEATON'S INJURY AT ROUND 1 (AGAIN!)** 

YOUNG STUDS, READY TO GO TO PASTURE: NICKY BEATTIE, KEVIN LEPP BEST RIDER NOT ON A TEAM (EVEN AS OF YET): DYLAN KAELIN BEST ADDITION TO TV PRODUCTION:

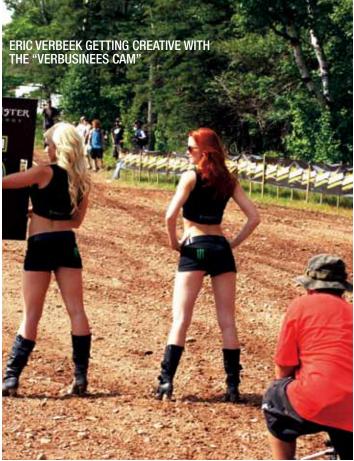
**ERIC VERBEEK AND THE "VER-BUSINESS" CAM** 

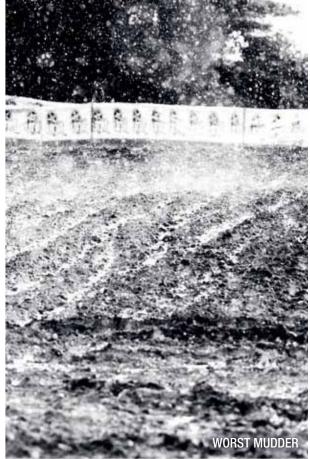
CRASH OF THE YEAR:

DUSTY KLATT, INTO THE BANNERS, MID-MOTO 2 AT GOPHER
BIGGEST "SUCK IT" OF 2011: THE WEATHER AT THE FINAL ROUND IN WALTON



























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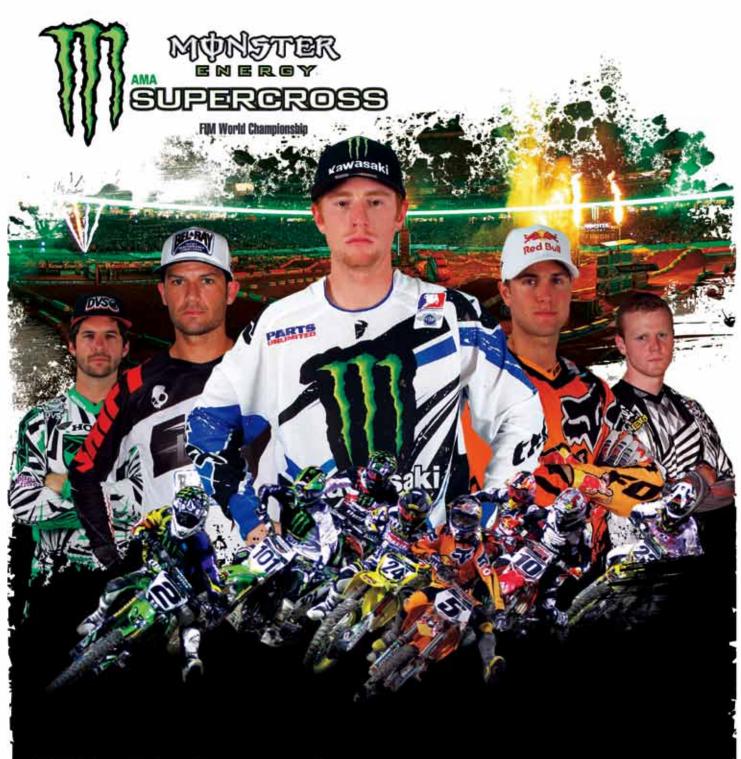




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